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DESSERT CHOCOLATE,
NOUgat, FRUIT JELLIES,
CRYSTALLISED FRUITES.

METZ FRUITS,
ASSORTED TOFFEES,
MIXED BONBONS,
FRY'S CHOCOLATES.

TANGHERINE BISCUITS,
ORANGE PASTE, ORANGE ROLLS

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FANCY BOXES,

which are very suitable as Seasonable Presents
for Ladies and Young People.

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in Large Assortment
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THE HONGKONG DISPENSARY.
Established A.D. 1841.
Hongkong, 9th November, 1895.

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should be addressed to THE EDITOR.

Correspondents must forward their names and addresses
with communications addressed to the Editor, not
for publication, but as evidence of good faith.
All letters for publication should be written on one
side of the paper only.

No anonymous signed communications that have
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The Daily Press.
HONGKONG, JANUARY 2ND, 1896.

The prospects of the railway in China can
not yet be called good, though an Imperial
Edict was issued on the 8th ult. ordering
the construction of the proposed line from
Tientsin to Lukou-chiao. This line, which is
to be a double one, will be 262 1/2 or
seventy-two miles in length, and it is
estimated it will cost £7,000,000 sterling per mile,
or a total sum of about £18,000,000. The
rails are to be of 84 lbs. as to give great
strength and admit of a high rate of speed
on the track. The railway is to be con-
structed on the west side of the river Peiho,
and its metropolitan terminus at Lukou-
chiao, the so-called bridge of Marco Polo,
is ten miles distant from the capital. The
Empire does not wish, we are informed
by the Peking correspondent of our Shang-
hai morning contemporary, to have the in-
novation reach the gates of the capital, so it
is not to be allowed to approach nearer than
ten miles, where neither the whistle nor the
snort of the engines can break the heavenly
calm of the Prohibited city. That the Im-
perial Government are in earnest, however,
about the formation of this line is obvious
enough, by the provision made for the funds
wherewith to build it. One million taels
is to be provided by the Board of Revenue,
one million from the Yamen of the Northern
Superintendency of Trade, and one million
borrowed by the Viceroy of China.

Upwards of four hundred houses
have been taken over. It will thus be seen that
the line is to be paid for out of Government
money, and it will undoubtedly be man-
aged and controlled by the officials. Little
as they know of railways, the Imperial
Government evidently have a shrewd belief
that the line to the capital will yield a good
return on capital, and they are determined
to have it under their own control. The
traffic over it, both of goods and passengers,
must be enormous, and the cost of con-
struction, owing to the conformation of the
country, will be very moderate.

When, however, the longer sections of the
proposed system of railways come to be con-
sidered, the Imperial Authorities soon be-
tray their lack of real interest in the new
method of communication. The line from
Lukou-chiao to Hankow or other point on
the Yangtze, the first great section of the
grand trunk line southwards, is to be left to
private enterprise. The rich merchants and
others are to be invited to find the funds
for the prosecution of this work. Whether
that line will prove remunerative or not is
at present a matter of speculation. Properly
managed we have no doubt it will, but
whether it will be properly managed is not so
certain. The merchants are to be asked to
subscribe the capital; the officials will
undertake the management. This means
it is to be feared, that the public are to
provide the means of constructing the work,
and the officials will have the fingerings of
the money. Knowing their officials as we
do, we do not believe the mercantile classes
will subscribe capital for railways in the
management of which official interest will
be supreme. Chinese capital is exceed-
ingly shy when invited out by the man-

darins. Experience has taught 'the mer-
chants' that officially managed commercial
undertakings are non-productive to share-
holders, no matter how 'lucrative' the
business, and they will only invest in the
State Railways under pressure. To a certain
extent, no doubt, the wealthy classes are
squeamish, and it is possible for the Govern-
ment to obtain a considerable amount in
forced contributions under the guise of
voluntary patriotic subscriptions. But
unless there is pressure of some sort,
there will be little public money forth-
coming for the construction of railways, and
as foreigners are not to be permitted to
acquire any interest in them it is difficult
to see from what sources the needed funds
for railway construction will be forthcoming.
It is probable that the Government will be
thrown upon its own resources, with the
result that only those lines will be made
which are considered imperative strategically
or those that promise to give exceptionally
good returns. This being the present temper
of the Government, and the native capitalists
being extremely distrustful of official pro-
jects, the prospects of railway progress are,
as we intimated above, far from rosy. There
is still a large party among the officials who
are just as inveterately hostile to the in-
novation as ever, and though for the moment
the advocates of the iron way have the floor,
it is by no means certain that this concession
to 'unbarbarous views' will long be regarded
with favour.

Nothing indeed can well be more un-
certain than the policy of the Peking
Government as at present constituted. Just
at the moment it pleases them to have a
railway laid from the capital to the port,
but the decision unfortunately seems to have
been arrived at after an unusually arbitrary
exercise of the Imperial power. It will be
remembered that very recently two high
officials, WANG, a minister of the Tzu-
li yamen, and CHANG LIN, member
of the Military Council, both men of tried
ability and trustworthiness, were dismissed
from office by the Emperor KWANG SU on
the plea that during the late war they, as
Censors, spoke disparagingly of the Em-
peror-Dowager. According to the Peking
correspondent of the Daily News, this was
the merest pretext, and no one in the
capital believes it to have been the true
cause. It has been unprecedented in the annals
of Chinese history. In ancient times, if
such an affair took place, the victim's
"brother officials would have demanded an
"explanation. We look in vain in sub-
sequent issues of the Peking Gazette for
"any such indication. All Peking has
been set a-buzz about the cashiering of
these two officials—one a member of the
"Foreign Office, and the other of the Civil
"branch. It is late in the day to punish
"them for supposed offences committed last
"year. It is said that the
"two Ministers were removed from office
"to enable the Edict of the 6th December
"on the Tientsin-Lukou-chiao railway to
"be issued. Both officials had spoken out
"pretty freely regarding the inexpediency
"of railways, and their punishment will
"be the Imperial will." Progress is much to
be desired, but if it is to be made only at
the whim of an autocrat, it may be doubted
whether there will be much of it or
whether it will continue. What we want
to see is not spasmodic steps in the direction
of reform merely out of sudden fancy or
caprice, but a real and genuine disposition
to embrace improvements out of a recogni-
tion of their desirability and a conviction
by their adoption the country will be
benefited.

There will be a practice game of hockey at
half-past four to-day.

The steamship *Arratoon* from, Calcutta,
left Singapore for this port on the afternoon
of the 31st ult.

The N. P. steamer *Tacoma* has arrived at
Yokohama, and sails for this port via usual
ports of call to-day.

The C. P. steamer *Empress of Japan* arrived
at Kobe at 7 p.m. on Tuesday, and left again at
11 a.m. on Wednesday for Vancouver via
Yokohama.

A Chinese procession took place yesterday
to celebrate the reopening of the Kun Yung
temple, which was blown down in the 1894
typhoon and has since been rebuilt.

The yacht *Carolina*, which left Singapore on
the 23rd December, arrived here on the 31st
inst., with Messrs. Wallace, Johnston, W.
Johnston, Sturges, Payne, Holmes, Beane,
and Homer on board.

At the Alce Memorial Hospital last month
there were 29 in-patients treated and the number
of out-patient visits was 816. At the Hetherell
Hospital the numbers were 17 and 38
respectively.

The Japanese cruiser *Kohi*, recently lost off
the Pescadores, was formerly the Chinese
cruiser *Ching Hai*, built at Foochow in 1890, of
1,300 tons and 2,400 indicated horse-power.
She was one of Admiral Ting's ships captured at
the fall of Weihaiwei.

The chief and first class petty officers of
H.M.S. *Centurion* gave a smoking concert at
the E. N. Seaman's Club last night, and there
was a very good attendance. The programme
was a very good one, and all of which were
very much appreciated.

According to the *Hu-pa*, news has been
received announcing the reappointment by
Imperial Edict of General Lin Yung-tu, the
Black Flag Chief, and before the late
Brigadier-General of Yunnan, Kiangtung, to
the same post. Lin has, however, received
three months' leave of absence to return to
Kwangsi, where he has settled nearly forty years
ago (his native place being one of the inland
towns of Hainan Island), and will not therefore
resume his old command before next March.

The Sanitary Board will meet this afternoon.
The following is the order of the day:—
Correspondence having reference to the anchorage
station for the conveyance boats.
Petitions having reference to awnings and sur-
roundings.

Assistant Surveyor's report on the condition of
the house drains at 14, Queen's Road, and the
21st and 22nd December, 1895, respectively.
Application to be placed on the list of contractors
capable of carrying out drainage work.

The Japan *Gazette* understands that the
Edo has been ordered to search for the
missing *Bombardier*.

The Singapore Free Press of the 23rd Decem-
ber says: The German steamer *Tulcan*, 1,873
tons, Capt. Dimo, from Hongkong to Singapore,
went ashore on the 20th inst., and remained there
until the 21st. The captain attributes the ac-
cident to an unusually strong easterly current,
and the night being dark and cloudy. Assistance
has been sent and it is hoped that the vessel
may be floated at the next spring tide.

The Japan Mail translates the following from
a veritable contemporary:—A fair business
has been done in cotton yarn during the latter
half of the year, and the rate of demand paid
by the various spinning companies for the
period will show a considerable increase. The
Hirano and Seton Spinning Companies, and
the Osaka and Yama Spinning Companies, and
the division of the Tokyo Spinning Co., is
estimated at 15 per cent. and that of the
Kanagawa Spinning Co. at 10 per cent.

REUTERS' TELEGRAMS.
[SUPPLIED TO THE "DAILY PRESS"]
LONDON, 30th December.

TURKEY IN ASIA.
The insurgents lately driven from Zeitun
being reinforced have taken up a fresh position.
THE UNITED STATES VENEZUELA
BOUNDARY COMMISSION.

President Cleveland has appointed Judge
Brewer of the High Court a member of the
Venezuela Boundary Commission.

GREAT BRITAIN AND ASHANTI.
The Government of the Gold Coast has discovered
that the credentials of the Ashanti Envoy, who
was lately in London, were false and that
consequently their acceptance of the British
conditions is worthless.

LONDON, 31st December.
THE UNITED STATES.
In a letter Senator Sherman has been de-
signed successor to Morgan as Chairman of
the foreign relations Committee.

The Senate supports President Cleveland's
definition of the Monroe doctrine.

THE REVENUE OF GREAT BRITAIN.
The revenue of Great Britain for 1895
amounts to an increase of £2,380,000, of
which £4,500,000 was derived from stamps.

**MR. HUMPHREYS AND HIS
CARRIAGE.**
At the Magistrate's court, before Mr. T.
Smith, the hearing was resumed of the
summons against Mr. J. D. Humphreys
for using a four-wheeled carriage on the 28th
inst. without having a license. I propose to
ask Mr. Humphreys to produce evidence, if
he has any, to show that he is entitled to
use such a carriage. I don't object, your
Worship, but remember that the case for the police
was closed.

His Worship—Exactly so.
Mr. Humphreys—My statement
would be a good deal to qualify any statement
of the police; however, I don't object, your
Worship.

His Worship—I have full power to recall
witnesses at any stage.
Inspector Quincey—Your Worship, I have
one more witness besides Mr. Holt.

His Worship—Why didn't you tell me so
the other day?
Inspector Quincey—I did not know until
afterwards. I now ask your Worship to grant
me permission to amend the summons.

His Worship—What for?
Inspector Quincey—In my evidence
I said Mr. Humphreys driving on various
occasions. I know another occasion on
which Mr. Humphreys drove in that carriage.

His Worship—You say that Mr. Humphreys
drove in that carriage on the 28th inst.?
Inspector Quincey—Yes, your Worship.

His Worship—Do you wish to withdraw this
summons?
Inspector Quincey—No, I wish to go on with
this case and amend the charge.

Inspector Quincey—How amend the charge?
Inspector Quincey—Mr. Humphreys was
driving on another day.

His Worship—You have him for the 29th
already.
Inspector Quincey—Very well, I will go on
with this case.

His Worship—You say he was on the 29th
inst.?
Inspector Quincey—Yes, your Worship.

His Worship—Did you see Mr. Humphreys
in the carriage?
Inspector Quincey—Yes, your Worship.

His Worship—Do you know whether it was
Mr. Humphreys' carriage or Mr. Kennedy's
carriage?
Witness—I am not certain.

Witness—You told me the other day that
the carriage is kept at Mount Richmond.
Witness—I think I said a similar one.
His Worship—No, you did not say that.

Witness—Yes, I did.
His Worship—What connection is there be-
tween the carriage and Mr. Humphreys?
Witness—The carriage was opposite defend-
ant's answer to Mr. Humphreys witness said that
the carriage was opposite the office.

Detective-Sergeant Holt said—On Saturday
the 28th inst. about 11.30, I was on Queen's
Road Central near the Supreme Court. I saw
a four-wheeled carriage standing outside A. S.
Watson & Co's premises in Queen's Road, Cen-
tral, opposite the office. I was a four-wheeled
carriage, and two ponies were attached to it.
I did not see Mr. Humphreys there; a Chin-
aman was in charge. I do not know whose
carriage it is. I have seen Mr. Humphreys
drive a four-wheeled carriage.

Witness—What is the colour?
Witness—Dark.
Mr. Humphreys—Was it a mail phaeton?
Witness—I could not say. It was an ordinary
four-wheeled carriage.

Mr. Humphreys—I have no license, and I
propose to show that there was no four-wheeled
carriage of mine there, and that I did not drive
a four-wheeled carriage belonging to me on
any day.

Witness—One pony was killed on the
28th inst. after defendant went to the Dis-
pensary. I did not get out of the four-
wheeled carriage, and I did not drive it on
any day.

Witness—I have not seen him drive it on
any day. I have not seen him drive it on
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CRICKET.
OFFICERS E.B. & OFFICERS E.N.
This match was played yesterday at the
Victoria Ground. The following was
the score:—

BATTING FIRST INNINGS.
E.B. 1st Innings: 1. W. H. 11, 2. T. 11, 3. T. 11, 4. T. 11, 5. T. 11, 6. T. 11, 7. T. 11, 8. T. 11, 9. T. 11, 10. T. 11, 11. T. 11, 12. T. 11, 13. T. 11, 14. T. 11, 15. T. 11, 16. T. 11, 17. T. 11, 18. T. 11, 19. T. 11, 20. T. 11, 21. T. 11, 22. T. 11, 23. T. 11, 24. T. 11, 25. T. 11, 26. T. 11, 27. T. 11, 28. T. 11, 29. T. 11, 30. T. 11, 31. T. 11, 32. T. 11, 33. T. 11, 34. T. 11, 35. T. 11, 36. T. 11, 37. T. 11, 38. T. 11, 39. T. 11, 40. T. 11, 41. T. 11, 42. T. 11, 43. T. 11, 44. T. 11, 45. T. 11, 46. T. 11, 47. T. 11, 48. T. 11, 49. T. 11, 50. T. 11, 51. T. 11, 52. T. 11, 53. T. 11, 54. T. 11, 55. T. 11, 56. T. 11, 57. T. 11, 58. T. 11, 59. T. 11, 60. T. 11, 61. T. 11, 62. T. 11, 63. T. 11, 64. T. 11, 65. T. 11, 66. T. 11, 67. T. 11, 68. T. 11, 69. T. 11, 70. T. 11, 71. T. 11, 72. T. 11, 73. T. 11, 74. T. 11, 75. T. 11, 76. T. 11, 77. T. 11, 78. T. 11, 79. T. 11, 80. T. 11, 81. T. 11, 82. T. 11, 83. T. 11, 84. T. 11, 85. T. 11, 86. T. 11, 87. T. 11, 88. T. 11, 89. T. 11, 90. T. 11, 91. T. 11, 92. T. 11, 93. T. 11, 94. T. 11, 95. T. 11, 96. T. 11, 97. T. 11, 98. T. 11, 99. T. 11, 100. T. 11, 101. T. 11, 102. T. 11, 103. T. 11, 104. T. 11, 105. T. 11, 106. T. 11, 107. T. 11, 108. T. 11, 109. T. 11, 110. T. 11, 111. T. 11, 112. T. 11, 113. T. 11, 114. T. 11, 115. T. 11, 116. T. 11, 117. T. 11, 118. T. 11, 119. T. 11, 120. T. 11, 121. T. 11, 122. T. 11, 123. T. 11, 124. T. 11, 125. T. 11, 126. T. 11, 127. T. 11, 128. T. 11, 129. T. 11, 130. T. 11, 131. T. 11, 132. T. 11, 133. T. 11, 134. T. 11, 135. T. 11, 136. T. 11, 137. T. 11, 138. T. 11, 139. T. 11, 140. T. 11, 141. T. 11, 142. T. 11, 143. T. 11, 144. T. 11, 145. T. 11, 146. T. 11, 147. T. 11, 148. T. 11, 149. T. 11, 150. T. 11, 151. T. 11, 152. T. 11, 153. T. 11, 154. T. 11, 155. T. 11, 156. T. 11, 157. T. 11, 158. T. 11, 159. T. 11, 160. T. 11, 161. T. 11, 162. T. 11, 163. T. 11, 164. T. 11, 165. T. 11, 166. T. 11, 167. T. 11, 168. T. 11, 169. T. 11, 170. T. 11, 171. T. 11, 172. T. 11, 173. T. 11, 174. T. 11, 175. T. 11, 176. T. 11, 177. T. 11, 178. T. 11, 179. T. 11, 180. T. 11, 181. T. 11, 182. T. 11, 183. T. 11, 184. T. 11, 185. T. 11, 186. T. 11, 187. T. 11, 188. T. 11, 189. T. 11, 190. T. 11, 191. T. 11, 192. T. 11, 193. T. 11, 194. T. 11, 195. T. 11, 196. T. 11, 197. T. 11, 198. T. 11, 199. T. 11, 200. T. 11, 201. T. 11, 202. T. 11, 203. T. 11, 204. T. 11, 205. T. 11, 206. T. 11, 207. T. 11, 208. T. 11, 209. T. 11, 210. T. 11, 211. T. 11, 212. T. 11, 213. T. 11, 214. T. 11, 215. T. 11, 216. T. 11, 217. T. 11, 218. T. 11, 219. T. 11, 220. T. 11, 221. T. 11, 222. T. 11, 223. T. 11, 224. T. 11, 225. T. 11, 226. T. 11, 227. T. 11, 228. T. 11, 229. T. 11, 230. T. 11, 231. T. 11, 232. T. 11, 233. T. 11, 234. T. 11, 235. T. 11, 236. T. 11, 237. T. 11, 238. T. 11, 239. T. 11, 240. T. 11, 241. T. 11, 242. T. 11, 243. T. 11, 244. T. 11, 245. T. 11, 246. T. 11, 247. T. 11, 248. T. 11, 249. T. 11, 250. T. 11, 251. T. 11, 252. T. 11, 253. T. 11, 254. T. 11, 255. T. 11, 256. T. 11, 257. T. 11, 258. T. 11, 259. T. 11, 260. T. 11, 261. T. 11, 262. T. 11, 263. T. 11, 264. T. 11, 265. T. 11, 266. T. 11, 267. T. 11, 268. T. 11, 269. T. 11, 270. T. 11, 271. T. 11, 272. T. 11, 273. T. 11, 274. T. 11, 275. T. 11, 276. T. 11, 277. T. 11, 278. T. 11, 279. T. 11, 280. T. 11, 281. T. 11, 282. T. 11, 283. T. 11, 284. T. 11, 285. T. 11, 286. T. 11, 287. T. 11, 288. T. 11, 289. T. 11, 290. T. 11, 291. T. 11, 292. T. 11, 293. T. 11, 294. T. 11, 295. T. 11, 296. T. 11, 297. T. 11, 298. T. 11, 299. T. 11, 300. T. 11, 301. T. 11, 302. T. 11, 303. T. 11, 304. T. 11, 305. T. 11, 306. T. 11, 307. T. 11, 308. T. 11, 309. T. 11, 310. T. 11, 311. T. 11, 312. T. 11, 313. T. 11, 314. T. 11, 315. T. 11, 316. T. 11, 317. T. 11, 318. T. 11, 319. T. 11, 320. T. 11, 321. T. 11, 322. T. 11, 323. T. 11, 324. T. 11, 325. T. 11, 326. T. 11, 327. T. 11, 328. T. 11, 329. T. 11, 330. T. 11, 331. T. 11, 332. T. 11, 333. T. 11, 334. T. 11, 335. T. 11, 336. T. 11, 337. T. 11, 338. T. 11, 339. T. 11, 340. T. 11, 341. T. 11, 342. T. 11, 343. T. 11, 344. T. 11, 345. T. 11, 346. T. 11, 347. T. 11, 348. T. 11, 349. T. 11, 350. T. 11, 351. T. 11, 352. T. 11, 353. T. 11, 354. T. 11, 355. T. 11, 356. T. 11, 357. T. 11, 358. T. 11, 359. T. 11, 360. T. 11, 361. T. 11, 362. T. 11, 363. T. 11, 364. T. 11, 365. T. 11, 366. T. 11, 367. T. 11, 368. T.

